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Appomattox, Virginia

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HORSE-SENSE FROM AN IRISHMAN

A young minister in the Irish Government recently warned Irish Nationalists and fanatics that the British and the presence of British troops in Northern Ireland, was not the reason Ireland was partitioned today.

The words of External Affairs Minister Liam Cosgrave are bold words and one hundred per cent true. Cosgrave said, in part .... "Let us not deceive ourselves into thinking that the partition problem would be solved if only the British troops were withdrawn. It would not. We would still have to face up to the differences that separate some of our countrymen in the six counties from the majority of our people."

Cosgrave is admitting that the majority of the people living in Northern Ireland do not want to join the Dublin Government as one country. Northern Ireland, with its 1,371,000 population, is predominantly Protestant and industrial.

The twenty-six counties of Ireland itself are predominantly agricultural and predominantly Roman Catholic. Northern Ireland is fervently loyal to the British Crown, but Ireland itself is so antagonistic to Great Britain that she did not even join the war against the Nazis and her policies during World War II were responsible for the deaths of many Allied sailors and soldiers, and the sinking of many Allied ships.

A flood of propaganda has covered the United States in recent years, condemning the partition of Ireland. But the partition of Ireland merely prevents Ireland from swallowing up Northern Ireland, which does not want to be swallowed up and which wants to maintain its ties with the United Kingdom.

Therefore, as the courageous young minister in Dublin remarked recently, the problem is not one of British troops in Northern Ireland, but one of getting the Irish people together, if that is possible.

* * * * * *

DEWEY AND POLITICS

There are rumors making the rounds that Thomas E. Dewey, former Governor of New York, is to be appointed to a Cabinet position by President Eisenhower before the elections of 1956. Mr. Dewey is pictured as about ready to make a return to politics, in which he excelled in New York State for so many years.

It is interesting to note that Mr. Dewey is now embarking on a world tour, and this will acquaint him with various foreign affairs problems in all corners of the world. When he returns, it may be that Mr. Dewey will be ready to launch a comeback.

In addition to the rumor that Mr. Dewey will be appointed to a Cabinet post, there is also a rumor that he will be a candidate for President in 1956 should Dwight D. Eisenhower decide not to run. Those who put forward this suggestion say that the influence of Mr. Dewey on President Eisenhower's administration has been greater than that of any other one man.

The Liberal-Progressive element within the Republican Party, which Dewey represents, has certainly gained the dominance and includes the President of the United States and is obviously the "New Look" in the Republican Party. Therefore, it would seem that Mr. Dewey would be a natural leader to carry out Mr. Eisenhower's progressive-moderate policies.

* * * * * * *

We strongly endorse the idea of united charity drives, and wish that progress could be made in that direction in our community. There is much overlapping in civic organizations.

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) showing the ownership, management, and circulation of The Times-Virginion, published weekly, at Appomattox, Virginia, for Oct, 1955.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Mr. and Mrs. Calvin H. Robinson, Appomattox, Virginia.

2. The owner is: Mr. and Mrs. Calvin H. Robinson, Appomattox, Va.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgagees, or other securities are: None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: 1,488.

Calvin H. Robinson, Pub.

Sworn to and subscribed before me this 5 day of Oct., 1955.
Rachel F. Lawson, Notary Public.
(Seal) (My commission expires 3-15-58).

GOLDEN GLEAMS

Vice is concealed by wealth, and virtue by poverty. —Oleognus.

The poor is hated even of his own neighbor, but the the rich hath many friends. —Proverbs 14:20.

Riches bring of it harm, and even fear, where poverty passeth without grudge or grief. —John Heywood.

The poor man must walk to get meat for his stomach, the rich man to get a stomach for his meat.
—Benjamin Franklin.

It is harder to be poor without complaining than to be rich without boasting. —Chinese Proverb.

A poor man is a healthy man; a healthy man is a rich man.
—German Proverb.

Wealth is the smallest thing on earth, the least gift that God hath bestowed on mankind. — Martin Luther.

FORUM

Editor, Times-Virginian,

I have a plan that I would like to offer to the voters of the Town of Appomattox to see if they approve, or disapprove. Will you please publish this letter in your paper? The plan is this: To turn over to the office of Sheriff of Appomattox County, all law enforcement now carried on by the town. The town will lose all revenue from fines, costs and appeals. We would save the cost of our two police officers and the judge, and we would gain two uniformed deputies in marked automobiles. The state would furnish the cars, gas, oil and upkeep, and all it would cost the Town of Appomattox is one-third of each man's salary. The state would pay the other two-thirds. I would like the voters of the Town of Appomattox to consider this plan and talk it over with their Councilman. I am ready to work with the majority of the people in whatever their wishes may be.

Very truly yours,
J. T. Irby.

SOUR NOTE FROM FRANCE

When the United Nations General Assembly voted 28-27 in recent days to look into the Algerian problem, France reacted with a surprising show of distain for that world body.

The French delegation walked out of the U. N., and one member of the delegation even said he could not say whether they would return. The French were highly resentful because they feel that Algerian affairs are internal affairs—that Algeria is a part of France—and that, therefore, questions pertaining to this probelm are not appropriate for U. N. consideration.

The French action is similar to Russian reactions on past occasions —reactions that were soundly condemned by most other nations. The lesson for the United States is obvious. There are those who argue that we should get out of the United Nations if, for example, Red China is admitted to that body.

The United States does not want to be in the position of walking out of the U. N. because it does not have its way. We do not think the U. N. is as important as some internationalists do, but we also believe members can't walk out when the vote goes against them if any progress at all is to be made by the world action.

France will come back, in our opinion. A nation that walks out of the U. N. permanently because a vote went against it, loses friends and respect in every part of the world.

* * * * * * *

The nation, as a whole, would rather have Dwight Eisenhower alive as a citizen than dead as a President who tried to continue at his job too long.

* * * * * * *

Sapheads listen to big-mouths, and neither usually know enough to bother with.

* * * * * * * *

A person cannot take his money with him, but he can take the satisfaction of having used it to better the world.

* * * * * *

President Truman's memoirs make it clear that doing a good job in whatever you undertake can lead to big things in later life.

Around Your Home

By Frances Dell

Do you crochet? If you do, you probably will welcome hints on crocheting—ideas on how to speed your progress or how to give an individual touch to your work.

It is a good thing to wash crochet hooks often in warm soapy water to keep them slick and easy to use. Be sure the water is not too hot and that you remove all traces of soap.

Keep your chochet hooks all in one place to keep from having to look for them when you need them. The little plastic cases that toothbrushes come in are perfect storage containers. The covers are usually transparent so you can see at a glance if the hook you need is inside.

A long, narrow olive bottle makes another convenient holder and will hold more hooks. Use a cork to stick the hook into as you put down your work. You can see at once where the hook is and the cork will keep the hook from causing any damage.

When you are crocheting while sitting in a chair, stick a l[illegible] pin into the upholstery of the arm and slip the spool of [illegible] over it. This will prevent the [illegible] from rolling to the floor.

Make chocheted hairpins to [illegible] your crocheted head scarf. Use head pins of a bone or plastic material with crinkled shanks. C[illegible] around the tops in single [illegible]

A hat pin of crochet is ju[illegible] thing for a croched hat. Gl[illegible] now strips of cloth or [illegible] cotton around a long-stemmed pin until it is a smooth ob[illegible] bout two inches long. You can [illegible] chet around the tops in single [illegible] Make a set of hat pins, in[illegible] several different colors. You [illegible] a few sequins, beads or rhine[illegible] if you wish.

Another inexpensive but att[illegible] gift you can make in no t[illegible] all is a small tulip, rose, or [illegible] of forget-me-nots. These may [illegible] touched with diluted clear shel[illegible] clear nail polish to give a [illegible] finish.

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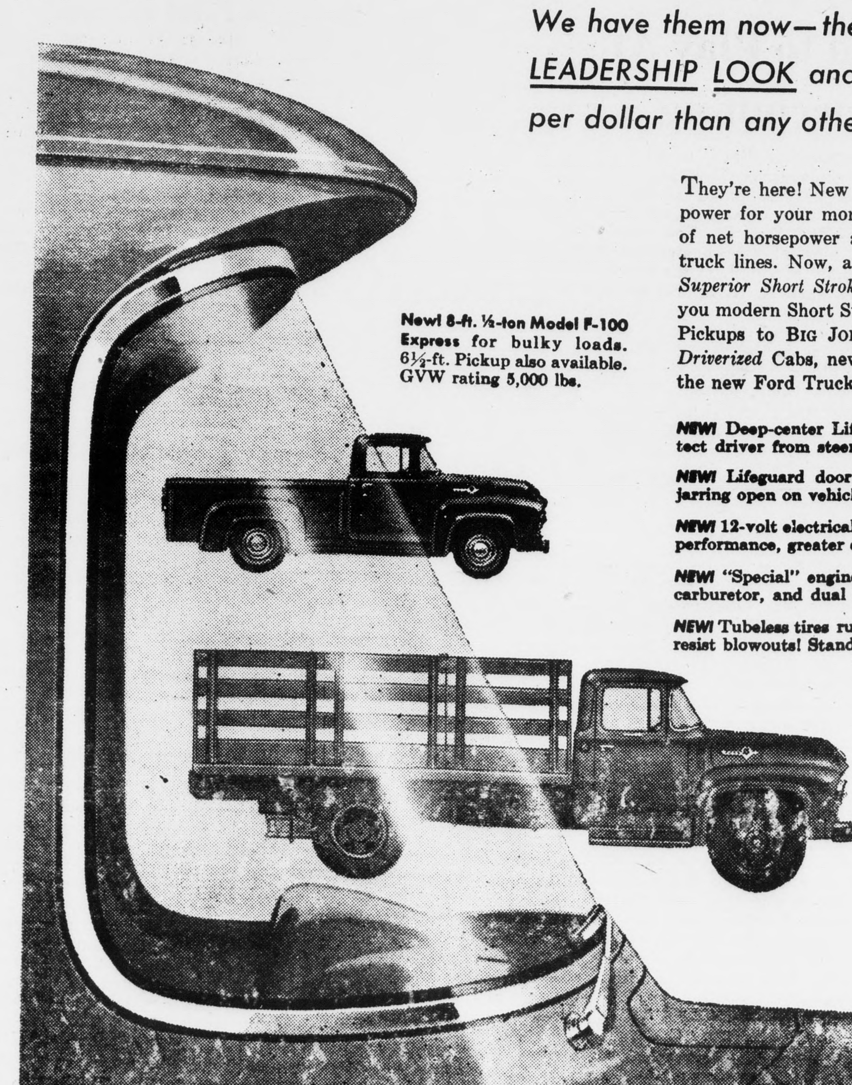

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WASHINGTON NOTES

[illegible]DGET BALANCING

[illegible]retary of Defense Charles E. [illegible] has ruled out the possibility [illegible]ough cuts in military spending [illegible]lance the budget in the next [illegible] year. He declared that $34,-[illegible],000 would be a rock bottom [illegible] in military spending. Both he [illegible] Secretary of the Treasury [illegible] agreed that higher Feder[illegible] receipts still might bring the [illegible] into balance.

[illegible] CLEARANCE

[illegible] Federal Housing Administra[illegible] made its first mortgage com[illegible] in a program designed to [illegible] private enterprise to replace [illegible] with modern housing. The com[illegible] covered the $1,000,000,000 [illegible] redevelopment project in Har-[illegible]

[illegible]RMAN REUNIFICATION

[illegible] reunification of Germany [illegible] the framework of a plan [illegible] European security" has been assigned top priority at the forthcoming Big Four meeting in Geneva, by the foreign ministers of the United States, Great Britain and France.

ARMY MANPOWER

The Army has requested a 3,000 increase in monthly draft calls and a 16,000-man rise in over - all strength to help train youthful volunteers under the new six-months Reserve Plan. The proposed increase in manpower would give the Army 1,043,000 men on June 30, 1956, compared with the present goal of 1,027,000 set under the cutback manpower program.

AIR STRENGTH EXPANSION

The 137-wing goal of the Air Force might have to be expanded to match the growing air power of the Soviet Union in the opinion of General Thomas D. White, Vice-Chief of Staff of the Air Force. The officer explained that the Russians had 20,000 combat planes while this ocuntry had "thousands less." U. S. planes are, however, of higher quality, he said.

LIFE EXPECTANCY

The average length of life among America's wage earners and their families has reached an all - time high of 69.8 years, according to statistics compiled by the Metropolitan Life Insurance Company. This is a gain of almost a full year over 1953. The average length of life in the wage-earner group will probably pass the 72-year mark within a year or two.

SMALL PLANE TOLL

Fifty-two persons died in small plane accidents throughout the country during August, according to the Civil Aeronautics Administration. Of 312 reported accidents, involving $100 or more damage, 77 were caused by collisions with trees, fences and other objects on the ground; 61 by stalls and spins in the air, and 37 to groundloops.

LESS PRINTED MONEY

One way the Treasury expects to save money for the taxpayers is to print less of it. The Treasury estimates it will save about $1,350,-000 a year, beginning Nov. 1, by turning out only about 86,000,000 sheets of new money, compared with 98,000,000 sheets in the last fiscal year. Each sheet contains 18 bills, about 63 per cent of which are $1 bills.

BUSINESS IN 1956

While the best business year in history was forecast for 1955, the Chamber of Commerce of the United States expects a more moderate rise during the 1956 year.

TO SAVE CRANES

The U. S. Fish and Wildlife Service has joined forces with Canada in protesting an Air Force plan to operate a bombing range near the Texas wintering grounds of the "almost extinct whooping cranes. They are asking that some other site be found for the range, or "a crippling blow" would be dealt to the birds, now only 28 in number." The birds nest in summer in the wilds of Canada and migrate to the Matagordo Island area of Texas for the winter months.

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WHY RAILROADS SUPPORT AN UP-TO-DATE TRANSPORTATION POLICY

Consider the extraordinary situation that the railroads of this country face today.

Here is a fundamental industry, performing a service essential in peace and irreplaceable in war; providing, maintaining and continually improving—at its own expense—the roadways and other extensive facilities which it uses (and paying taxes on them besides); directly employing more than one million people; operating with steadily increasing efficiency; and financed conservatively, with a steadily decreasing total of fixed charges.

Yet here is an industry which earns a return on investment of only about 3½ per cent—among the very lowest of all industries; an industry so restricted by the application of laws governing transportation that frequently it is not permitted to price its services on a competitive basis.

How can such a situation have arisen in a nation devoted to the classic concepts of free enterprise and equal opportunity?

An important part of the answer is clearly indicated by the recent report of the Presidential Committee on Transport Policy and Organization created last year by President Eisenhower. This Committee consisted of five members of the President's Cabinet and two other high government officials, charged with responsibility for making "a comprehensive review of over-all federal transportation policies and problems."

The report of the Committee, released by the White House in April, opens with this sentence:

"Within the short span of one generation, this country has witnessed a transportation revolution."

"During this same period," the report continues, "government has failed to keep pace with this change . . . regulation has continued to be based on the historic assumption that transportation is monopolistic despite the . . . growth of pervasive competition. The dislocations which have emerged from this intensified competition, on the one hand, and the restraining effects of public regulation on the other, have borne heavily on the common carrier segment of the transportation industry . . . .

"In many respects, government policy at present prevents, or severely limits, the realization of the most economical use of our transportation plant."

To the end that all forms of transportation should be developed to their greatest economic usefulness, the Cabinet Committee recommended, among other things, that:

"Common carriers . . . be permitted greater freedom, short of discriminatory practices, to utilize their economic capabilities in the competitive pricing of their service . . . "

Legislation to give effect to Committee recommendations has been introduced in Congress. Passage of this legislation would not give railroads any rights that other forms of transportation do not already have or would not receive. The legislation recognizes that each of the competing forms of transportation has advantages in handling different kinds of shipments, moving between different points and over different distances. It proposes that each type of carrier be given the freest opportunity to do the job it can do best, at the lowest reasonable cost.

That's the way toward the best and most economical service, to the benefit of businessmen, taxpayers and the consuming public — which in the end, pays all transportation costs.

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